

CANADIAN ARMED FORCES FLIGHT SAFETY MAGAZINE

“FLIGHT COMMENT”

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BEST STORY CHALLENGE

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COCKPIT COMMUNICATION???



It was just another VIP trip, with an overnighter in Flin Flon. All we had to do was drop the VIP off so he could attend a Militia parade and then a mess dinner. That freed us up for a little R&R time, since take-off the next day wasn't until noon. The flight north from Winnipeg was quite uneventful and routine, and after a quick debrief, we were free for the night. Unfortunately, there is not much to do in Flin Flon but wait until morning to go home.

As on all other VIP trips, the aircraft preparation and flight planning is to be finished two hours before departure, and then the "hurry up and wait" game begins. As always during this waiting game, I leave the main gear pins in and the nose lock engaged. You never know how long you have to wait and what kind of prop wash or jet blast you may have to deal with during the wait. We had just hunkered down in the cockpit and who do you think wheeled around the corner in his staff car? Did you guess the VIP? He didn't even wait for his driver, he just took the car like he wanted to take off yesterday. The panic was on and the aircraft commander (AC), wanting to save some time, said he would get the main gear pins and the nose gear safety if I would get the VIP on board safely and stow his luggage. We were taxiing in no time, and why not...we had done these VIP trips together a 100 times. Take-off power, rotation,

and gear up...why was that horn going off? No nose gear up and locked indication!! This was not good, we needed to land and see what is up. Once we were on the ramp it was a pretty easy snag to fix; the nose gear safety just had to be pushed in and we were on our way again.

Once we had settled in and were en route back to Winnipeg, I mentioned that a Flight Safety report would have to be raised on the incident on our return to base. A cockpit discussion ensued on whether or not the report should be raised. I won and the agreement was to raise the report (although, to this day I could never figure out why a discussion on the matter was ever required.). The rest of the trip went uneventful — almost. Gear down, full flap, and nicely lined up for a landing... At this moment, the AC decided to revisit the issue of the requirement for the report. As he was stating his case again, he also wanted to know why he was hearing a horn going off. Well, that would have been the old "you're over-speeding the flaps" horn, which we all know, is another Flight Safety report. Things got real quiet in that cockpit after that.

Now, I have always believed that crew and cockpit communication is of the utmost importance, but please, an appropriate time and subject for that cockpit communication is just as important. ♦

Sergeant Corley

OVERVIEW

- On departure, pilots hear a “no nose gear up and locked” horn.
- Discussion develops about raising a flight safety report.
- On landing, pilots hear an “overspeeding the flaps” horn.
- Again, discussion ensues about raising a flight safety report.

ONE OF OUR BEST BECAUSE

- It's a two-page colour spread.
- It emphasizes a common “pressure in the cockpit” theme.
- The style of writing is casual.
- It makes it easy to picture yourself in that situation.

HIGHLIGHTS A SAFETY PROBLEM

- It's an accurate depiction of not always wanting to report flight safety incidents.
- The actual text is “I won and the agreement was to raise the report.”
- The phrase “I won” emphasizes that some look at flight safety as a “win – lose” position, when

OFFERS A SOLUTION

- Reiterates that anybody can raise a concern in the name of flight safety.
- Highlights that flight safety must be a team effort in order to be effective.

FITS OUR EDITORIAL CRITERIA

- *“Flight Comment”* prefers to print true tales from the Air Force.
- We also try to keep the articles broad enough for all to understand.

Questions???

